

ENVIRONMENTAL CHECKLIST

The State Environmental Policy Act (SEPA), chapter 43.21C RCW, requires all governmental agencies to consider the environmental impacts of a proposal before making decisions. An environmental impact statement (EIS) must be prepared for all proposals with probable significant adverse impacts on the quality of the environment. The purpose of this checklist is to provide information to help you and the agency identify impacts from your proposal (and to reduce or avoid impacts from the proposal, if it can be done) and to help the agency decide whether an EIS is required.

A. BACKGROUND

1. Name of proposed project, if applicable:

S. Massachusetts St. to Railroad Way S. Electrical Line Relocation

2. Name of applicant:

Washington State Department of Transportation (WSDOT)

3. Address and phone number of applicant and contact person:

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4. Date checklist prepared: **January 29, 2008**

5. Agency requesting checklist:

Washington State Department of Transportation

6. Proposed timing or schedule (including phasing, if applicable):

Civil construction for the project is scheduled to begin in November 2008 and be completed in December 2009. The new electrical cable will be pulled into the new conduit and spliced to existing lines and the old cables removed starting in September 2009 and ending in November 2009.

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

Future projects involve the permanent relocation of the lines involved in this project north of Railroad Way S. The design and timing of these projects will be coordinated with the ongoing replacement of the Alaskan Way Viaduct structure. These future projects will involve the following activities:

- **Permanent relocation of the two transmission lines involved in this project between Railroad Way S. and the Union Substation**

- **Permanent relocation of the five distribution lines involved in this project between Railroad Way S. and termination points at S. Washington St and Yesler Way**

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

Several geotechnical investigations of soil and groundwater conditions along the project alignment have been conducted by WSDOT between August and October of 2007. The reports generated by these investigations were used to characterize soil contamination and dewatering needs for this project. These reports included;

- **Recommendations for Dewatering Fluids Discharge, Shannon and Wilson, December 2007;**
- **Recommendations for Soil Handling and Disposal, Shannon and Wilson, December 2007; and**
- **Revised Evaluation of Construction Dewatering Discharge Rates, Shannon and Wilson, December 2007.**

In accordance with Executive Order 05-05 WSDOT has prepared a memorandum characterizing archeological and historical resources in the project area.

The 2004 Draft Environmental Impact Statement (EIS) and the Supplemental Draft EIS prepared for the Alaskan Way Viaduct and Seawall Replacement Project (AWVSRP) in July 2006 provide technical information regarding existing conditions in the same geographic area. The following technical appendices to that document were consulted in preparation of this checklist: F, Noise and Vibration Discipline Report; G, Land Use and Shorelines Technical Memorandum; H, Parks and Recreation Technical Memorandum; K, Relocations Technical Memorandum; L, Historic Resources Technical Memorandum; M, Archaeological Resources and Traditional Cultural Places; R, Fisheries, Wildlife, and Habitat Discipline Report; T, Geology and Soils Technical Memorandum; and U, Hazardous Materials Discipline Report. A draft Biological Assessment for the AWVSRP was prepared on August 2006 and was also consulted in preparation of this checklist.

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

None known.

10. List any government approvals or permits that will be needed for your proposal, if known.

The proposed work is anticipated to need the following permits and approvals:

- **NPDES Construction Stormwater General Permit, Dept. of Ecology**
- **Underground Injection Control Well Registration, Dept. of Ecology**
- **Wastewater Discharge Permit, King County**
- **Shoreline Substantial Development Exemption, City of Seattle**
- **Street Use Permit(s), City of Seattle**
- **Noise Variance(s), City of Seattle**
- **Certificate of Approval, Pioneer Square Preservation Board**

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page.

The work will occur along a roughly 2-mile-long corridor near the Seattle waterfront and generally involves relocation of electrical utility network distribution and transmission lines currently suspended from the Alaskan Way Viaduct, between the Seattle City Light (SCL) Massachusetts Substation and the Railroad Way South ramps, into an alignment parallel to and east of the Viaduct.

The relocations involve two types of electrical lines: five network feeder distribution lines (13.8 kV) and two transmission lines (115 kV). Construction of the two new alignments (distribution and transmission) will consist of new underground ductbanks and vaults, four new distribution vaults and two new transmission vaults, constructed using open cut trenching. The majority of the work will occur within property owned by WSDOT with some use of City right-of-way. A concrete-encased, steel-reinforced ductbank will be installed along the length of the two new alignments. Excavation for the ductbanks will be backfilled with fluidized thermal backfill (FTB) to improve heat dissipation around the electrical lines, improving the ampacity rating of the new cables, and to support the soil around the excavation to help mitigate any potential settlement caused by the construction.

The transmission line work will involve draining oil from the existing above-ground self-contained fluid-filled (SCFF) transmission lines, removing the cables, and cleaning and removing the old pipes. The underground portions of the existing underground SCFF cable will be sealed and left in place. The transmission termination equipment within the Massachusetts Substation will be replaced. The area around the distribution ductbank within the Massachusetts Substation will be excavated and refilled with FTB in an effort to improve the heat dissipation of the line.

In order to maintain the required clearance between sewer and electrical lines, the project will raise the grade of S. Royal Brougham Way, where the electrical line crosses, by approximately 18 inches. There is an existing King County 96 inch storm sewer detention pipe at this location. This change will require the removal of three stormwater inlets and two associated catch basins which will be replaced by four new inlets with two associated catch basins and the raising of 4 street lights.

A temporary roadway will be constructed along the western portion of the Colorado Avenue S. right-of-way to allow for continued freight access to the adjacent rail yard while construction occurs on Colorado Avenue S.

As a possible contingency measure, construction of an additional above-ground conduit may be added to the project to handle one possible situation that could occur. It is possible that the planned splice of new transmission line to old transmission line may fail. This contingency work would involve installation of a conduit along the underside of the Viaduct, from the splice location near Railroad Way S. to Bent 62 at Union Street. At Union Street the new conduit will continue down the bent of the Viaduct to a new underground ductbank to be installed to an existing vault located between Bent 62 and the

SCL Union Substation, then out of that existing vault into an existing ductbank into the Union Substation. This additional conduit provides an alternate method or route to splice the new transmission line into the system if the splice to the older line should fail. Discussions are ongoing between WSDOT and SCL regarding the need for and design of contingency work.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

See Figures 1, 2, and 3 for locations of the project components described below.

Distribution Alignment

The five existing network feeders exit the Massachusetts Substation underground and head north to a location just south of S. Atlantic Street. This substation is located at the intersection of S. Massachusetts Street and Colorado Avenue S. The feeders then turn west and transition from underground up onto the viaduct. They continue north on the viaduct to S. Washington Street, where three circuits transition to underground and feed the Massachusetts North network. The two remaining circuits continue north to Yesler Way, where they transition to underground and feed the network.

As noted in the project description above, some excavation and fill will occur at the Massachusetts substation. The new distribution alignment will then start at a vault at Colorado Avenue S., traveling north along Colorado Avenue S. and across S. Atlantic Street. It will continue traveling north across WSDOT property and then cross S. Royal Brougham Way. The ductbank will continue north across the former Washington-Oregon Shippers Cooperative Association (WOSCA) property now owned by WSDOT to S. Dearborn Street. In S. Dearborn Street the ductbank alignment will shift to the northeast, briefly crossing the former Trager Building site, and ending at Bent E127W of the Railroad Way S. off-ramp of the Alaskan Way Viaduct. The underground cable will transition up Bent E127W continuing beneath the off-ramp to the main viaduct structure, where it will reconnect to the existing distribution lines extending further north.

Transmission Alignment

Currently both 115-kV transmission lines feed underground from Massachusetts Substation down Colorado Avenue S. and transition to the Alaskan Way Viaduct at the intersection of Alaskan Way and S. Atlantic Street. They run parallel, beneath the lower deck of the viaduct to the intersection of Alaskan Way and University Street, where they transition to underground and travel into the Union Street Substation.

The new transmission ductbank will begin within the Massachusetts Substation, exiting onto Colorado Avenue S. proceeding north parallel to the distribution line across S. Atlantic Street, S. Royal Brougham Way, and the WSDOT properties. At S. Dearborn Street the transmission alignment jogs slightly west and then continues north across the former Trager Building site and the U-Park site. The ductbank again jogs slightly west below the Viaduct to

Bent 120W, where it transitions to an overhead alignment proceeding beneath the lower deck of the viaduct. It will reconnect to the existing lines between Bents 119 and 118.

Transmission Contingency Alignment

The contingency alignment starts near the point where the new transmission lines will be spliced to the existing lines, between Bents 119 and 118. The new conduit will travel north from this point, suspended beneath the viaduct, to Union Street, where it will enter a new underground ductbank traveling east to the existing transmission vault in Union Street between the viaduct and Western Avenue. From this vault the contingency will use an existing utility tunnel to enter the Union Street Substation.

B. ENVIRONMENTAL ELEMENTS

1. Earth

- a. General description of the site (circle one): **Flat**, rolling, hilly, steep slopes, mountainous, other.
- b. What is the steepest slope on the site (approximate percent slope)?

The steepest slope along the project alignment is approximately 1 percent.

- c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any prime farmland.

The subsurface geology encountered along the proposed alignment includes glacial deposits overlain by some native soils and fill deposits to various depths. Native soils are classified as loose to dense sand, silty sand, sandy silt, or soft to stiff clayey silt depending on specific location. The fill deposits are highly variable in density, thickness, and type and may contain debris, including wood and brick fragments from previous structures. In the project area, the depth to glacial deposits varies from about 50 feet to greater than 250 feet.

- d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

The project work will occur in an area that has generally been classified as a Liquefaction-prone Area according to the City of Seattle's Municipal Code (SMC), Chapter 25.09.

- e. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.

Excavations for the electrical ductbanks and vaults will require removal of approximately 13,100 cubic yards of material. These excavations will be refilled with approximately 4,150 cubic yards of new structures, including the new concrete-encased ductbanks and vaults. The remaining excavations, approximately 8,950 cubic yards, will be filled with fluidized thermal backfill (FTB), controlled density fill, or other suitable backfill material. The source of these materials is yet to be determined. Native soil excavated from these areas may be used for backfill on this project only after appropriate contaminant testing, and all excavated material not used will be disposed of in a legally acceptable manner.

- f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

As with any construction project, minor erosion could occur. The majority of the project area is currently paved and nearly level, and there will not be large areas of exposed or stockpiled soils at any one time. It is anticipated that use of construction best management practices to be employed will prevent and/or minimize erosion and sedimentation.

- g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

Approximately 95 percent of the site is currently paved; small portions of the WSDOT-owned property are currently covered by gravel. All project areas will be returned to existing conditions at project completion.

- h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

A Temporary Erosion and Sediment Control (TESC) Plan will be developed to establish best management practices (BMPs) for control of potential erosion and sedimentation. The plan will be prepared using the 2006 WSDOT Highway Runoff Manual and 2008 Standard Specifications and shall comply with all applicable codes and regulations. The types of BMPs that may be utilized may include catch basin inserts, silt fence, street sweepers, truck wheel washes, and pumping, treating, and disposal of construction-generated water.

2. Air

- a. What types of emissions to the air would result from the proposal (i.e., dust, automobile, odors, industrial wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities if known.

Vehicle emissions and fugitive dust would be short-term and would be generated by construction equipment to be used for the project, such as drill rigs, trucks, excavators, etc. There is also a low potential for release of small quantities of fumes or gas from soil contamination during construction. The completed project will not generate any air emissions.

- b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

There are no known sources of emissions or odors that would affect this proposal.

- c. Proposed measures to reduce or control emissions or other impacts to air, if any:

To control fugitive dust from construction, best management practices will be implemented in accordance with the December 1999 Memorandum of Agreement between WSDOT and the Puget Sound Clean Air Agency, Section 425.05(7) of the WSDOT Environmental Procedures Manual, and State Fugitive Dust Regulations at WAC 173-400-040.

3. Water

a. Surface:

- 1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

Elliott Bay is located to the west of the project area.

- 2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

The majority of the new ductbank alignment does not occur within 200 feet of the shoreline; however, much of the transmission contingency alignment is within the shoreline district. The overhead portion of the contingency enters the shoreline district near S. Washington Street and remains in the district until shortly after it enters the trench in Union Street.

- 3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

None.

- 4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

No.

- 5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

No.

- 6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

No.

b. Ground:

- 1) Will ground water be withdrawn, or will water be discharged to ground water? Give general description, purpose, and approximate quantities if known.

Groundwater will be encountered along the proposed alignment at a depth of approximately 7 feet below the surface. All excavations that are deep enough to encounter groundwater will need to be dewatered prior to construction at those locations. Depending on the construction locations, dewatering rates may vary from 7,000 to 118,000 gallons per day.

Geotechnical investigations have indicated that there is a risk of soil subsidence from dewatering, particularly near deeper excavations. In order to minimize this risk, some water from dewatering operations will be re-injected into the ground to prevent subsidence of adjacent buildings and utilities. It is currently planned that re-injection will be used between S. Atlantic St. and S. Royal Brougham Way. Additional re-injection locations may be necessary based on field conditions. Specific injection rates are still being determined; however, it is likely that they will be reflective of the withdrawal rate of 75,000 to 118,000 gallons per day during the initial drawdown of groundwater. All re-injected water will be treated to meet background levels and authorized through Ecology's Underground Injection Control program.

All dewatering not re-injected will be discharged to the City of Seattle and King County combined sewer systems. Dewatering discharge to these systems would need to be approved by both King County and the City.

- 2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any. Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

No waste material is proposed to be discharged into the ground.

c. Water runoff (including stormwater):

- 1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

All stormwater from the project area flows into one of several sub-basins of the City's stormwater and combined sewer system. The combined project area sub-basins are part of a larger system. King County DNR operates interceptor pipes and treatment plants within this system, which extends from approximately the Snohomish County line to Federal Way to Issaquah and includes sanitary and combined sewer flows. The City's combined sewer system is connected to the King County system and includes the project area combined sub-basins. Within the project area, individual sub-basins either discharge stormwater directly to receiving waters (Elliot Bay or the Duwamish River) or to the combined sewer system. The combined system conveys water to the King County West Point treatment plant. The proposed project will not alter stormwater drainage patterns or volumes. All existing impervious surfaces will be replaced and no new impervious surface created.

It is currently planned that all project construction dewatering not used in the re-injection system will be discharged to either the Seattle combined sewer system prior to entering the King County system or directly into a King County-owned pipe. Discussions are ongoing with the City and County to identify appropriate discharge locations. Dewatering discharge rates would reflect the anticipated withdrawal rates, potentially ranging from 7,000 to 118,000 gallons per day.

WSDOT is not currently proposing to discharge to a storm water system that directs flows into Elliott Bay. If, after further discussions with the City and County, this system is proposed for discharge, dewatering would be treated to meet state surface water quality standards.

- 2) Could waste materials enter ground or surface waters? If so, generally describe.

For this project, the potential exists for accidental releases of fluidized thermal backfill, concrete, controlled density fill, fuel, lubricants, or hydraulic fluids from construction equipment and oil from the existing SCFF transmission lines.

- d. Proposed measures to reduce or control surface, ground, and runoff water impacts, if any:

WSDOT will prepare and implement a Spill Prevention, Control and Countermeasures (SPCC) Plan as required by WSDOT Standard Specifications to control the potential for accidental spills of materials and prevent impacts to surface or ground water.

4. Plants

- a. Check or circle types of vegetation found on the site:

_____ **deciduous tree**: alder, maple, aspen, other
_____ evergreen tree: fir, cedar, pine, other
_____ **shrubs**
_____ grass
_____ pasture
_____ crop or grain
_____ wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
_____ water plants: water lily, eelgrass, milfoil, other
_____ other types of vegetation

- b. What kind and amount of vegetation will be removed or altered?

As many as 4 street trees may need to be removed at S. Royal Brougham Way due to the raised surface elevation.

- c. List threatened or endangered species known to be on or near the site.

No threatened or endangered plant species are known to be on the site.

- d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

Any trees that are removed will be replaced per applicable requirements.

5. Animals

- a. Circle any birds and animals which have been observed on or near the site or are known to be on or near the site:

birds: hawk, heron, eagle, songbirds, other:

mammals: deer, bear, elk, beaver, other:

fish: bass, salmon, trout, herring, shellfish, other:

- b. List any threatened or endangered species known to be on or near the site.

No threatened or endangered species are known to be on the site. The following federal and state listed and endangered species are found in Elliott Bay, which is approximately 180 feet from the transmission contingency and approximately 1,000 feet from the new ductbank alignment: federally listed; Puget Sound Chinook salmon; Bull trout; Marbled murrelet; Southern resident killer whale; Humpback whale; Leatherback sea turtle; Stellar sea lion; Puget Sound steelhead; state listed; River lamprey *Lampetra ayresi* SC; Pacific herring *Clupea pallasii* SC; Eulachon *Thaleichthys pacificus* SC; Pacific cod *Gadus macrocephalus* SC; Pacific hake *Merluccius productus* SC; Black rockfish *Sebastes melanops* SC; Brown rockfish *Sebastes auriculatus* SC; China rockfish *Sebastes nebulosus* SC; Copper rockfish *Sebastes caurinus* SC; Quillback rockfish *Sebastes maliger* SC; Aleutian Canada goose *Branta canadensis leucopareia* ST; Brandt's cormorant *Phalacrocorax penicillatus* SC; Cassin's auklet *Ptychoramphus aleuticus* SC; Common murre *Uria aalge* SC; Ferruginous hawk *Buteo regalis* ST; Merlin *Falco columbarius* SC; Vaux's swift *Chaetura vauxi* SC; Western grebe *Aechmophorus occidentalis* SC; Purple martin *Progne subis* SC; Pacific harbor porpoise *Phocoena phocoena* SC.

- c. Is the site part of a migration route? If so, explain.

The project area is within the general area of the Pacific Flyway migration route used by various waterfowl and songbirds. However, due to the lack of vegetation or other suitable habitat within the immediate vicinity of the proposed alignment, no impacts are anticipated.

- d. Proposed measures to preserve or enhance wildlife, if any:

None are anticipated to be required at this highly urbanized paved project site.

6. Energy and natural resources

- a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

Petroleum products will be used to power construction equipment. Electricity will be used for construction lighting and miscellaneous equipment needs. No energy source is expected to be needed to meet the project's operational needs; the project provides infrastructure to convey electrical energy.

- b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

No.

- c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:

None

7. Environmental health

- a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste that could occur as a result of this proposal? If so, describe.

Based on historical land uses in the project vicinity and geotechnical borings, it is anticipated that soils and groundwater in the project area could contain metals, solvents, and petroleum products. Recent studies along the ductbank alignment have indicated that contamination levels in much of the soil are less than the Model Toxics Control Act (MTCA) Method A cleanup levels. A SPCC plan will be prepared in accordance with WSDOT specifications to address these risks. Any contaminated material will be handled and disposed of in accordance with applicable laws and regulations.

Two specific risks are associated with the transmission and distribution equipment. First, the existing transmission lines are self-contained fluid-filled lines, in which the energized cable is cooled by synthetic oil. There is potential for exposure or spillage of this oil, which may contain PCBs during the removal of these existing lines. Second, with work on any electrical system, there is a risk of electrocution. Neither the existing nor new alignments will be dismantled or constructed while electrified, but there will be an increased electrocution risk when working on connections to underground vaults or substations and during splice activities.

- 1) Describe special emergency services that might be required.

No special emergency services are anticipated to be needed with regard to environmental health. Traffic control and detours will be coordinated with the City of Seattle to maintain the ability of emergency vehicles to move through the area. See also Item 15 below.

- 2) Proposed measures to reduce or control environmental health hazards, if any:

All designs, specifications, and construction practices will ensure public and worker safety. WSDOT will follow applicable safety requirements at all times. Contract specifications will include protocols for the discovery of unknown contamination.

b. Noise

- 1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?

No existing noises in this highly urbanized area near the Viaduct would affect this project.

- 2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

After construction, the proposed project will not create any noise. No noise is created by the underground electric lines, and the realignment will not affect the existing noise levels at substations.

Short-term noise during construction will be associated with construction equipment used. There may be some localized increases in traffic noise due to detours, but in general, the entire area is highly urbanized with significant existing traffic flows. Construction equipment that will be used on this project (i.e., backhoes, trucks, compressors) typically has noise levels as high as 95 dBA at 50 feet from the source. Jackhammers and other pavement breakers may be slightly louder (around 98 dBA). For the proposed project, construction may occur 24 hours a day at certain points of the project.

- 3) Proposed measures to reduce or control noise impacts, if any:

The noise levels for this work will likely exceed the City of Seattle's "Maximum Permissible Noise Levels," particularly if night time work is required. A noise variance from the City of Seattle would be obtained prior to any work that may exceed permissible levels including restrictions on time of day and sound intensity for the use of impact equipment (i.e. jackhammers, etc.). As part of the variance process nearby residents and other sensitive noise receptors will be considered and appropriate noise minimization measures and notice procedures will be implemented. Standard WSDOT noise minimization measures include; use of noise mitigation shields for certain activities, use of ambient sensitive backup alarms for vehicles, rubber truck bed liners, and neighborhood notice before night time work occurs.

8. Land and shoreline use

- a. What is the current use of the site and adjacent properties?

The proposed utility alignments will be constructed through a highly urbanized area adjacent to Seattle's waterfront and upland shores. A variety of land uses and zones are located along the corridor. The primary uses encountered south of S. King Street are industrial and commercial; primary uses north of S. King Street include commercial, retail, and residential.

- b. Has the site been used for agriculture? If so, describe.

The site has not been used for agriculture.

- c. Describe any structures on the site.

Electrical substations are located at the corner of S. Massachusetts Street and Colorado Avenue S. and at the corner of Western Avenue and Union Street. On WSDOT property near S. Dearborn St. there are two small storage buildings separated by a loading dock,

which will be demolished prior to the start of this project. Three buildings are located to the east of the project alignment between S. Royal Brougham Way and S. Dearborn St. Work will occur within close proximity to these three buildings, but there will be no direct impacts to them. The buildings are: a single-story building that has been used for storage and office space along the eastern edge of the property; a small two-story office building in the northeast corner; and a vacant commercial warehouse on the southeast corner.

- d. Will any structures be demolished? If so, what?

No

- e. What is the current zoning classification of the site?

The ductbank and contingency alignments are located in several zones. From south to north, these include General Industrial 1, General Industrial 2, Industrial Commercial, Pioneer Square Mixed, and Downtown Mixed Commercial. Portions of the contingency alignment also occur in the Pioneer Square Preservation District and Shoreline overlay districts.

- f. What is the current comprehensive plan designation of the site?

The Seattle Comprehensive Plan designates the area of the alignment to the south of Railroad Way S. as an Industrial Area and to the north as Downtown Area.

- g. If applicable, what is the current shoreline master program designation of the site?

A portion of the new transmission contingency alignment proposed by this project is within the Urban Harborfront shoreline designation.

- h. Has any part of the site been classified as an "environmentally sensitive" area? If so, specify.

The project work will occur in an area that has generally been classified as a Liquefaction-Prone Area according to the City of Seattle's Municipal Code (SMC), Chapter 25.09.

- i. Approximately how many people would reside or work in the completed project?

None.

- j. Approximately how many people would the completed project displace?

None.

- k. Proposed measures to avoid or reduce displacement impacts, if any:

Not applicable.

- l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

None.

9. Housing

- a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

None.

- b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

None.

- c. Proposed measures to reduce or control housing impacts, if any:

None needed.

10. Aesthetics

- a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

There are no new structures proposed as part of this project.

- b. What views in the immediate vicinity would be altered or obstructed?

None.

- c. Proposed measures to reduce or control aesthetic impacts, if any:

None needed.

11. Light and glare

- a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

In the short term, light would be generated by construction activities that may occur at night.

- b. Could light or glare from the finished project be a safety hazard or interfere with views?

No.

- c. What existing off-site sources of light or glare may affect your proposal?

None.

- d. Proposed measures to reduce or control light and glare impacts, if any:

None needed.

12. Recreation

- a. What designated and informal recreational opportunities are in the immediate vicinity?

The following is a list of the designated and informal recreational and park areas near the proposed alignment.

<u>Name</u>	<u>General Locations</u>
Safeco Field	First Avenue S. and S. Atlantic Street
Qwest Field	Occidental Avenue S. and S. King Street
Pier 48: Alaska Square (currently closed to the public)	Pier 48: S. Washington Street at Alaskan Way
S. Washington Street Public Dock and Pergola	S. Washington Street at Alaskan Way
Klondike Gold Rush National Historic Park – Seattle Unit	117 S. Main Street
Occidental Park	Occidental Avenue S. between S. Washington and S. Main Streets

- b. Would the proposed project displace any existing recreational uses? If so, describe.

No the project will not permanently displace any existing recreational uses. During project construction, lane closures and detours may have an impact on nearby recreational facilities, particularly the two nearby stadiums.

- c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

WSDOT will develop a traffic control management plan with the City of Seattle and other local agencies. The location and schedule of all traffic impacts including lane closures and detours will be planned to minimize or avoid impacts to nearby recreational facilities.

13. Historic and cultural preservation

- a. Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site? If so, generally describe.

Two buildings have been determined eligible for the national register in the vicinity of the project's new ductbanks: the Bemis Building on the corner of Colorado Avenue S. and S. Atlantic Street and the WOSCA Freight House on the corner of First Avenue S. and Railroad Way S. There will be no direct affects to these buildings. No additional historic or eligible buildings are nearby the ductbank excavation areas.

The contingency alignment will travel through the Pioneer Square National Historic District and local Pioneer Square Preservation District between S. King Street and Columbia Street. There are numerous listed and eligible buildings within this district and along the central

waterfront near the contingency alignment. None of the listed or eligible buildings in the contingency area will be directly affected by the project.

- b. Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site.

Portions of the proposed powerline alignments are located in the Pioneer Square historic district and other portions of Seattle with numerous historic structures (see response to B.13.a above). The alignment would be constructed in an area of Seattle that has received extensive fill throughout the City's history (see response to B.1.c above). This fill may contain various debris and artifacts that could be of historical and scientific interest. Beneath this fill are native soils that, because of their proximity to the historical shoreline, have the potential to contain archaeological resources.

- c. Proposed measures to reduce or control impacts, if any:

The archeological report prepared in accordance with E.O. 05-05 recommended that three of the project's vault locations be investigated further prior to construction and a portion of the trench be monitored during construction for potential archeological findings. In addition the report recommended that the two historically eligible buildings near the project have pre- and post-construction surveys conducted to document any potential damage. Best management practices will be included and required within the construction contract and will be used as appropriate to minimize indirect impacts such as dust, noise, and vibration to historic structures, and construction and staging areas will be located to minimize impacts to access points and any traffic impacts to historic structures. Contract specifications will include an inadvertent discovery protocol to ensure appropriate protocols and notifications are followed if there is a discovery during construction.

14. Transportation

- a. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any.

The project will occur primarily within existing streets or on parcels with access from adjacent streets. Once completed, the project will not require access from streets and will not change the existing street grid. See Figure 1: Vicinity Map, for specific streets to be affected by the project.

- b. Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?

King County Metro Transit and Sound Transit both operate bus routes in the vicinity of the proposed alignment. A route serving the waterfront crosses the transmission contingency alignment at both Madison Street and Yesler Way. Any construction impacts to bus stops will be addressed in coordination with the County and the City.

- c. How many parking spaces would the completed project have? How many would the project eliminate?

The project will not generate any new parking spaces and will not eliminate any spaces. Some public parking under the Alaskan Way Viaduct will be temporarily affected during construction. Construction of the contingency measure, if it occurs, will impact pay spaces between S. King St. and Union St. as the construction travels north. The affected spaces, estimated to be approximately 200 different spaces, will be affected for a day or two each. South of S. King St. portions of the general non-pay parking area will be temporarily unavailable for parking during removal of the existing lines for approximately two weeks.

- d. Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private).

A temporary access road will be constructed on the western edge of the Colorado Ave. S. right-of-way, beyond the existing road surface. This new road will be used to maintain freight access to railroad property to the south of the project during construction activities on Colorado Ave. S. It will not be used for general traffic flow. Traffic control such as signing and striping will be changed temporarily at the intersection of Colorado Ave. S. and S. Atlantic St. to accommodate this change.

The surface of S. Royal Brougham Way will be raised approximately 18 inches to accommodate the duct banks for this project. This may result in some minor changes to striping or other traffic control and local street access.

- e. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

The proposed powerline alignments occur in the vicinity of several rail and water transportation resources, including the Port of Seattle to the southwest of the alignment, several rail lines to the west of the project, the Seattle Ferry Terminal at Colman Dock on Alaskan Way, and a rail line to the east of the alignment. The Waterfront Streetcar operated by King County runs parallel to the transmission contingency but is not currently operational. King Street Train Station is also nearby. None of these facilities will be directly affected by the proposed project.

- f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.

None.

- g. Proposed measures to reduce or control transportation impacts, if any:

WSDOT will work with local agencies to develop a traffic management plan. Construction along Colorado Avenue S. will be coordinated to maintain access to local businesses and maintain truck traffic to railroad facilities.

15. Public services

- a. Would the project result in an increased need for public services (for example: fire protection, police protection, health care, schools, other)? If so, generally describe.

No.

- b. Proposed measures to reduce or control direct impacts on public services, if any.

A traffic management plan will be prepared with local agencies. The plan will address construction detours and traffic flow and will address emergency service access needs.

16. Utilities

- a. Circle utilities currently available at the site: electricity, natural gas, water, refuse service,
telephone, sanitary sewer, septic system, other.

A variety of utilities cross the alignments of the new ductbanks at various points, including those utilities indicated in part a. above in the question. All utilities crossed by the construction will either be supported in place or temporarily or permanently relocated in coordination with the utility owner. Coordination with all affected public and private utilities is ongoing.

- b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

The project is modification of an electrical utility operated by Seattle City Light. No other utility services will be required for the completed project. During construction dewatering, the water will be discharged to either the combined sewer or storm drain system operated by the City of Seattle and King County.

C. SIGNATURE

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature:

Ann Smithson

Date Submitted:

JANUARY 31, 2008

Table 1: Properties

Parcel No.	Owner	Address	Zip Code	Common Name	Legal Description
7666207050	Seattle City Light	1555 Utah Ave. South	98134	Massachusetts Street Substation	8 THRU 15 332 SEATTLE TIDE LDS
7666207001	Washington Dept. of Transportation	85 S. Royal Brougham	98134	Team Track	1 THRU 11 331 SEATTLE TIDE LDS POR LOTS 1 THRU 11 TGV POR LOT 17 LY WLY OF LN BAAP ON N LN LOT 1 LY 246.05 FT W FR NE COR OF BLK 330 TH S 17-20-41 W 246.56 FT TO BEG OF TAN CRV CONCAVE SELY RAD 515.20 FT TH SWLY ALG SD CRV C/A 14-07-37 ARC DIST 127.02 FT TO S LN LOT 17 TH WLY 38 FT M/L ALG S LNS OF LOT 17 & LOT 6 TAP LY 15 FT SELY OF RR TRACTS TH SWLY 320 FT M/L TAP ON S LN LOT 11 LY 120.47 FT WLY OF SE COR OF LOT 11 & TERMINUS OF DESC LN -- LESS POR DEED TO C.O.S. FOR STREET UNDER REC NO.20030612003261
7666207006	Washington Dept. of Transportation	1240 Alaskan Way South	98134	Team Track	7-16 331 SEATTLE TIDE LDS POR LOTS 7 THRU 16 DAF BEG SE COR LOT 11 SD BLK 331 TH ALG S LN SD LOT (AKA N MGN ATLANTIC ST) S 89-59-28 W 120.47 FT M/L TAP 15 FT SELY C/L OF O & W RR TRACK ICC-412 TH NELY PLW & OR CONC WITH & 15 FT SELY FR C/L TR ICC-432 ICC 409 & ICC 410 DIST 320 FT M/L TAP ON NLY LN LOT 7 SD BLK 331 TH ALG SD NLY LN & ALG NLY LN LOT 16 SD BLK N 89-58-54 E 38 FT TH SLY ALG NON-TAN CRV LFT CTR WCH BRS E HAY RAD 706.78 FT THRU C/A 3-11-14 ARC DIST 39.32 FT TH WLY 1.30 FT TH SLY 30.70 FT TH SLY 230 FT TO N MGN SD ATLANTIC ST TH ALG SD N MGN S 89-59-28 W 23.5 FT

Parcel No.	Owner	Address	Zip Code	Common Name	Legal Description
7666206950	Washington Dept. of Transportation	801 1st Ave. South	98134	WOSCA Property	6-7 & 328 & SEATTLE TIDE LDS LOT 7 TGV S 45 FT OF LOT 6 BLK 328 TGV LOTS 1 THRU 7 & LOTS 13 THRU 19 BLK 329 ALL IN SEATTLE TIDE LANDS TGV VAC DEARBORN ST LY BET SD BLKS 328 & 329 - LESS POR LOT 7 SD BLK 329 LY WITHIN THE PLAT OF H H DEARBORNS REPLAT OF BLK 329 LESS THE E 101.90 FT OF LOTS 14 THRU 19 OF SD BLK 329 - TGV LOTS 1 THRU 8 TGV VAC ST & VAC ALLEY ALL IN H H DEARBORNS REPLAT OF BLK 329 - LESS POR FOR STS
7666206945	Washington Dept. of Transportation	90 Dearborn St.	98104	Trager Site	3-4 328 SEATTLE TIDE LDS BEG AT PT ON W LN LOT 4 25 FT N OF SW COR TH ELY ALG N LN OF DEARBORN ST 145.30 FT TO WLY LN OF R/W TH NWLY ALG R/W 97.80 FT TH S 89 DEG 01 MIN W 98.25 FT M/L TO W LN LOT 3 TH S ALG W LN 82.63 FT M/L TO BEG
7666206941	Kenneth M Phillips	550 Alaskan Way	98104	U-Park	1-2-3 328 SEATTLE TIDE LDS 1-2 & POR 3 N OF LN BEG 12.375 FT S OF NW COR SD LOT 3 TH N 89 DEG 01 MIN E TO E LN LESS C & MRTS
1976200030	Seattle City Light			Union Street Substation	1 & 4 5 & 8 E DENNYS A A 4TH ADD ELY 85.50 FT OF 1-4-5 & NLY 30 FT OF 8 ALSO SLY 30 FT OF 8